		CENTRAL INTELLIGENCE AGENCY		
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	SUBJECT	Observations on the Yak 17 Engine	NO. OF PAGES 2	25 X
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	1.	basic jet training in the Yak aircraft at the Yangchon Airfield near Peking, China	17 Soviet-built	25)
		for the aircraft, was APD-29	5- (ARD-25 F, trans-	 25>
		literated). The Soviets had furnished five of the Yak I'	7s to the North Korean	
		Air Force for training purposes. The aircraft had a there was no pressurization. During the summer seas	a simple canopy and	
		extremely hot. The ceiling of the aircraft was limit	SOUT OTHE COCYDIA DECOME	•
		The street of th	ited; kept it below	25)
		4000 meters. In fact it was	dangerous to fly it	
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	2.	4000 meters. In fact it was any higher. Maximum speed was about 700 km per hour time about 35 minutes.	dangerous to fly it	25)
**	2.	4000 meters. In fact it was any higher. Maximum speed was about 700 km per hour time about 35 minutes. the maintenance period was every it time. The aircraft was inspected once each day. Each	dangerous to fly it r; maximum flying five hours of flying ach morning the regime	25X
	2.	4000 meters. In fact it was any higher. Maximum speed was about 700 km per hour time about 35 minutes.	dangerous to fly it r; maximum flying five hours of flying ach morning the regime	25X
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		any higher. Maximum speed was about 700 km per hour time about 35 minutes. the maintenance period was every it time. The aircraft was inspected once each day. Each engineer would check over the engine. There were no unless some failure was reported. The Yak 17 was very hard to start because of a very The controls were very heavy, there being no booster very few instruments and the plane was not armed.	dangerous to fly it r; maximum flying five hours of flying ach morning the regime o other inspections poor starting plant. r control. There were There was only one	25) 25X nt
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5. In starting the aircraft the battery cart was first attached. The accumulator switch was placed in the "on" position. Next the assistant or starter motor button was switched on and the pilot gradually began feeding fuel to the main motor. When the main motor caught the starter motor was switched off. The maximum RPM for take off was 9000. The pilot then switched on the radio and the RPK 10M and was ready for take off. Between 500 and 600 meters was needed for take off. The difficulty in starting the aircraft was in the poor starter motor. These were of Soviet manufacture but were old and in poor condition.

6. the NKAF had five ARD 25 Fs at the Yangchon Airfield.

there were only two, which were used by the NKAF at the Anshan Airfield in Manchuria.

regiment was moved to Antung Airfield and took these two along

but in December turned them over to a Soviet regiment and were given U-MIG 15s for training purposes. There were no ARD 25 Fs in the North Korean Air Force by 1952.

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